NEW YORK, TUESDAY, DECEMBER 30, 1879.

Impossible to Recover any of the Bodies. LONDON, Dec. 27 .- The manager of the Sarry Reitiah Railway, telegraphing from Leuchars at 4 o'clock this morning, says: "Several arge girders, along with the last train from Edinburgh, were precipitated into the river last There were nearly three hundred pasthis despatch is, it tells about all that any living person knows concerning the nature of the Tay bridge disaster. At the awful moment of the calamity darkness surrounded the bridge and the train, and the most that any living man saw was a shower of sparks blown at an angle down to the water and the trailing of the train's lights through a perpendicular fall of some eighty Then utter darkness followed, and the men who had seen the falling lights, unable to comprehend such a calamity as had actually befallen the train, fell to wondering whether they had really seen anything. The most that any person living heard was the uninterrupted roar of the firth and of the wind through the braces of the bridge. The stopping of the noise made by the moving train, or the crash that accompanied the calamity, would have been drowned on any ordinary night, when the roar

The brief despatch from the manager of the railway contains sufficient as to the extent of the calamity to give it a place alone in the annals of railway disaster, even if no additional fact could ever be known—"All of whom are be-lieved to have perished!" There is no other ecord like this. It is probable that the number of persons lost is overestimated in the first offial despatch, and that it will be underestimated in the announcements put forth by the company Association at 4% o'clock this afternoon says that the number of lives lost does not exceed ninety. A later despatch from the same place states that only fifty-six tickets were taken up at the last stopping place before running into Dundee. These figures do not cover the number of young children requiring no tickets, nor the number of passengers for Broughty Ferry. shose tickets were not taken up, nor the number of rallway employees.

scene at the bridge to-day was the saddest that has been witnessed in Scotland for years. The approach to the structure swarmed sith sight-seers, and among them were wives, ousbands, other kindred, and lovers, all despairing. Many steamers and small boats were near the scene, though the hope of finding any survivor has been abandoned. Six bodies have been resovered. Divers will shortly be brought to begin the work of removing the debris of the wreeked bridge and train and removing such submerged coaches. The excitement in Edinsurgh is hardly less than that in Dandee.

It was through the anxiety of the group of

stood near the telegraph signal box on the Dundee side of the bridge, and saw the shower of fire while speculating as to whether the train would venture upon the bridge on such a night, that the fact of the disneter was ascertained. Standing where they were, the curve at the north end of the bridge as at their right, and there was nothing to obstruct the view for a considerable distance toward the middle spans of the structure. The feeling grew upon them that they had seen the train's lights go down into the water, and they appealed to the signal man to ascertain the truth for them. He told them that he only knew that at 9 utes past 7 the train had been signailed to him from the south end of the bridge. The train did not come. The signal man became alarmed and endeavoyed to get telegraphic signals from the other side, but there was no response. Communication had ceased. Then the wildest alarm possessed those who had gathered on the Dundee side The interrupt on of communication strengthened the impression that something terrible had happened. This fear apread like wildfire through the city, and great throngs of persons burried out toward the bridge. The sea wall was black with the multitude that gathered to peer over the roaring firth, and the suspense while waiting tidings of what had occurred was painful. Somebody sought the master of the Tay Bridge station, James Smith, and he and the locometive super-intendent of the road, James Roberts, said that they would venture out on the structure and loarn what had occurred. It was a perilons undertaking. The tracks rest on top of the girders, and there was nothing to break the force of the wind. As the men advanced the gale seemed to increase in fury. They were learly swept from their footing, and they got down and crawled along the track, clinging to the rails with fingers almost benumbed. Eighty or ninety feet below them the firth flung it augre waves against the bridge supports. Pro ceeding slowly and with great exertion the made their way out to where the superin from the throng at the end of the bridge Here, to their inexpressible horror, they found that the structure came to an end. Looking aboad lato the darkness they saw that about one-third of the bridge had gone down. There was not a vestige of it in sight, save portions of the supports upon which the superstructure had rested. There was nothing for them to do but to turn back with the awful tidings they had

The excitement in Dundee was intense. As soon as the gale had moderated a little the Provost of the city, accompanied by several Provost of the city, accompanied by several other prominent men, went in a small steamer to the scene of the calamity. Their return was eagerly awaited in the hope that some survivor would be found who could tell the story of the calamity. But all that those on board the steamer saw was that had been seen by James Smith and James Roberts when they peered over the edge of the broken structure—the supports on which the girders had rested, taked by the waves of the bridge had rested, taked by the waves of the highest quantities of wreekage appeared on the surface, such as doors of coaches, piecos of the bridge, bargano, and hats and other acticles of apparel. Numerous small boats floated among the supports of the bridge. No trace of any survivor was found. The water is about 25 feet deep where the train sunk.

It is not yet known, and it probably will never No trace of any survivor was found. The water is about 25 feet deep where the train sank.

It is not ye's known, and it probably will never be, whether the girders were blown down before the train ran on them, or they and the train went into the firth at the same time. The train consisted of a locomotive, four third class cauches, one first class one second class and the brakens in van. It drew out or Edinburgh at 44 octors in the afternoon. At this season of the year, when the hunting in the north is attracting many sportsmen, and holiday travallers are passing to and fro, the passenger traffic on the North Eritish Railway is very heavy. To these many meras are passing to and fro, the passenger in the North British Railway is very Tathese may be added the many mer-mendaturers clerks, and commercial to frequently journey between Edinite second city of Sectional in point of each and Dundee, which makes next, and seat of the Section into trade, amon Standard, in an editorial this case of the Section into trade, and the section of the first feeling of here is that over the country shall have a strict and severe invastigation into act the accident will be demanded by

quicksands, and, if the bodies of the drowned are not recovered within a few days, they will be imbedded with the cars beyond recovery.

The Bridge Described.

The plans for the great iron bridge across the Tay, and the novel and ingenious methods by which the engineers contrived to execute their project, excited universal interest in Europe. The Engineer, the leading periodical devoted to such subjects in England, in its issue of April 4, 1873, contained no other Iliustrations than those pertaining to this work, and in commenting upon this unusual fact said that no apology was necessary, in view of the importance of the project. The picture of the bridge gives an accurate idea of the boldness of the undertaking, because the width of the songers, besides the company's servants, all of Tay is shown to be very great at that point, and whom are believed to have perished." Brief as the height of the bridge roadway above the water seems to be as unusual as that of New York's High Bridge. The other impressions that are formed from looking at the engraving are that the structure is exceedingly slender, and that it is not at all ornamental. It looks very much like a long section of the Third avenue elevated railway spanning a broad

and that it is not at all ornamental. It looks very much like a long section of the Third syenus elevated rallway spanning a broad sheet of water.

Dundee's growing importance as a manufacturing city increased the need its people felt for a bridge across the firth by which the North British Railway system in Fife could reach that city. All the freight and passengers had to be transferred by boats across the Tay at great expense and with frequent delays, occasioned by the magnitude of the traffic and the frequency of storms. The completion of the bridge connected London with Dundee and the northern Scottish towns by a direct route, which was a continuation of the Northeastern and Great Western Railroad systems. Twenty-six miles was saved between Edinburgh and Dundee, and Dundee became the shipping port for the immense coal fields of Fifeshire.

In 1871 Charles De Bergue, an experienced London bridge contractor, entered into an agreement with the North British Railway Company for the opening of the Tay. De Bergue died soon afterward, and Hopkins, Gilkes & Company of Middleboro took his place. The engineer was Sir Thomas Bouch. The Scotzman of this city dwells upon the peculiar plan of a manager named Austin, who levelied off the shore of the Tay on the site of the southern end of the bridge, and covered the ground with concrete flooring. On this everything was made before it was put in place in or under the bridge, and the usual scaffolding was done away with. On the other hand, the Eagineer laws especial stress on the fact that huge artificial foundations of iron and stone were utilized by the contractors, as has since been done with the East River susponsion bridge, and that when some cylindrical piles were sunk to support one portion of the structure, they were impedied by foreing water through them to displace the sand as they worked down into it. This method was adopted in euitaining the ocean piers at Long Branch and Coney Island lust spring.

The bridge crosses the Tay one mile and a quarter west of Dundee

This method was adonted in building the ocean piers at Long Branch and Coney Island hast spring.

The bridge crosses the Tay one mile and a quarter west of Dundee. On the south side it joins the North British Railroad near Leuchars, and on the north side it is connected with Dundee by means of a tunnel and a short line of rails. The construction of this tunnel was considered a considerable undertaking. It bases near Magdalen Point, running along the great docks, and parity through one of them—the Earl Grey Dock—bosides bassing beneath one of the main streets of the city. The bridge had three spans of 60 feet, two of 80 feet, twenty-two of 120 feet, twenty-two of 120 feet, twenty-two of 120 feet, twenty-five of 66 feet, and of 160 feet, and six of 27 feet. The first three spans (66 feet) and six of 27 feet. The first three spans (66 feet) on the south side are on a descending gradient of 1 in 100 feet. The two 80 feet soans are level. The bridge then rises with a gradient of 1 in 533 feet to the centre of the 200-feet spans. Finally it descends with a gradient of one in 73.56 to the north shore. On the south side the rails are on top of the girders, as on the New Yerk elevated rollroads, and are 78 feet above high water. In the 200-feet spans, eighty-eight feet above the water, the rails were beneath the girders, as is the case with the New Yerk Central Railroad Bridge across the Harlem River, and, in leed, with a majority of the iron railroad bridges in this country. When the 120-foot spans on the northern end of the bridge are reached, the rails again run on top of the girders, it was at the series of 200-foot spans, where the cars were nearly 90 feet above water, and ran beneath the trusses, that the breakage occurred.

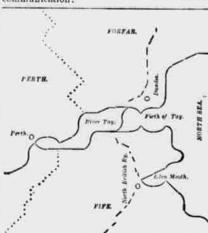
From the south side the first five spans are on a curve of treaty change. The ine of the bridge is then continued directly north

sumed 3,600 tons of fron work, 2,000 tons of east iron work, 2,000 cubic yards of brick work, and 87,845 cubic fect of timber. The contractors estimated the cost at about ten millions of deliars. The buildlers found the bettom composed of rock in some places, of a hard material resting on silk in other places, and of sand-covered with shingle and great boulders along the remainder of the route across the stream. The stream is about 25 feet deep in the channel. Storms hindered the work. Northerly and southwesterly winds sweep with terrifle force down the river, and because of its great width and strong thies the sea is often very heavy. Once a gale blow for three wocks, and all work was suspended until the storm censet. It was on account of these disadvantages that so much of the work was done on shore. There the great riers were built, and from there they were floated out into the stream and lowered in position by great hydrautic rams. These plers were formed of immense double cylinders of iron, which were let down upon the river hottom. Workmen inside of them excavated the ground beneath and imbedded them in their places. Then they were filled with broken stone and liquid concrete, and the columns of the bridge were built upon them. Near the storm a huge brick wall connected these piers. The brick work of the plers was held together with cement and this and the concrete became so strong that when two plers, that capsized in the carly part of the work, were dragged ashore, they could be broken up only by blasting. The girders scanning the columns were put together on shore, and floated out to their places in the bridge. These girders are of heavy wrought fron, braced with angle from. The roadway is carried by cross shopers, 12 by 9 inches placed in the bridge with translating and upon 14-inch longitudinal sleepers. There are of heavy wrought from bridge from the spray, but on the Dundee end of the bridge, at the curve, the 66-feet spars are upheld by three cast fron piles two of which are vertical, will the thi work, and 87,845 in the parliamentary debates of the time.

When the Bridge was Opened.

The opening of the Tay Bridge was an event that was supposed to have a great influence on the future of many of the great industrial centres of Scotland. Abordeen, Arbroath, Montrose and other flourishing communities stood in need of more direct and less costly means of access to the coal fields of Fife; and the trade channels between them and England were of too tortuous and costly a character. The Tay at Dundee, which was one of the barriers. is broad and navigable, with strong tidal currents, and it was known that any structure spanning it would be exposed to the blast of fleree gales. But in 1876 the construction of the bridge was begun. In 1878 it was completed. It is the longest bridge over a running stream in the world, and it was subjected to tests of the most severe character. Cars loaded with the most solid material obtainable were closely packed along its entire length. producing a strain a hundred times as severe, it was believed, as could be produced by any possible demands of trade, and the structure in no part showed the elightest sign of yield ing. Hopkins, Gillis & Co. of the Tees Side bys: When the first feeling of herbins, so yet the country shall have strict and severe invasingation into the accident winted decanneed by had nothing shart of a complete and severe invasingation into the accident winted decanneed by had nothing shart of a complete and general traffic, with a display of ceremony that was not exceeded the seventially violated as a severe in the particular of the greatest engineering enterprises ever undertaken and the broken portion, and equatation is at taken and the intact of a complete and the broken portion at equatation is at taken and the intact of the properties of the state of the sta ing. Hopkins, Gilks & Co. of the Tees Side

went only fast enough to exhibit the stability of the structure, and slow enough to enable the guests to command a view of the estuary of the Tay. At the widest spans, at about the centre of the bridge, the train slowed, and the occupants examined the method of construction of the huge girders. The approach to the north end of the bridge was halled by the enthusiastic cheers of an immense assemblage of the inhabitants of Dundee, who had congregated on Magdalon Green and on land reclaimed from the estuary. The company was welcomed at the Dundee station by a large assemblage, and as the guests were about to make their way out of the station. Provost Robertson ascended a side stair, and in the name of the Magistrates and Council welcomed the Chairman of the Tay Bridge undertaking, the directors of the North British Railway, and their friends. Then Mr. James Cox, in the name of the Joint Committee, declared the bridge open for traffle, to be worked by the North British Railway Company. Headed by bends the company marched in procession from the station to Albert Hall. All along the route the guests were warmly greeted by the enthusiastic throngs set free from mills and the public works by the half holiday granted in honor of the occasion. Flags floated from the public works by the half holiday granted in honor of the occasion. Flags floated from the public buildings, and the grand staircase of Albert Hall was profusely decorated. In the hall uncheon was provided by the directors of the North British Railway for 600 gentlemen. Chairman Cox occupied the chair, supported by the Earl of Elgin, Sir James Falshaw. Gen. Stuart, and Sir James Watson, while Mr. John Stirling. Chairman of the North British Railway Company, officiated as croupler. In response to toasta, speeches were delivered by Gen. Stuart, and Sir James Watson, while Mr. John Stirling. Chairman of the North British Railway Company, officiated as croupler. In response to toasta, speeches were delivered by Gen. Stuart, and Sir James Falshaw. A part of the pro



The Tay rises in a small loch on the border of Argyleshire, and is called the Fillan until it passes through Loch Dochart, and thence to Loch Tay, nineteen miles from its mouth, it is known as the Dochart. It receives the River Lochie and the River Lyon, and many lesser streams. It is 120 miles long and describes aimest a semicircle in its course. Vessels drawing nine feet of water can navigate it to Perth. It is famous for its salmon.

Sir Thomas Bouch's Second Big Bridge. When Sir Thomas Bouch first discussed he Tay Bridge it was generally regarded as the dream of an over-sanguine engineer, but after its completion it had the effect of turning public attention in Scotland more seriously than be-fore to the older project of bridging the Forth, the other barrier to trade. The latter project occurred to Sir Thomas Bouch in 1849, and was first propounded by him in 1854; and notwith-standing the difficulties to be encountered, the oundation stone of the bridge over the Forth was laid by Mrs. Bouch in September, 1878. Unlike the Tay bridge, which has only a single line of railway, the Forth bridge will support a double line. Sir Thomas Bouch's first plan had reference to a bridge resembling that over the Tay, consisting of a series of piers and spans with lattice girding. At the spot selected for crossing it was, however, found that the bed of the river was not of such a nature as to afford the necessary foundation for the supporting columns. Then he reverted to a plan of a gigantic suspension bridge of two spans. A general de by supposing that the East River is double present width, and that the eastern tower of the Brooklyn bridge, instead of standing upon the Brooklyn shore, stands on an island in mid-stream. Throw another span similar to that now overlanging the East River, from the supposed Island tower to another tower built on the Brooklyn side; suppose, further, that between New Yerk and the suspension tower on that side a wide space of water, thirty feet in depth at the deepest point, intervenes, and that there is a space of dry land on the Brooklyn side, between the suspension tower and that punction of the rondway of the bridge with that on shore; bridge these spaces with spans rosting upon columns, and a fair idea may be obtained of Sir Thomas Bouch's second great undertaking. The entire length of the bridge is to be 2,620 yards. Starting from a stone abument on the south side, the foreshore is to be cleared by three spans. The fourth column is to be built in shallow water, and ten spans will carry the bridge over the gradually deepening water until the southern anchoring tower is reached. Three spans more will carry it to a suspension tower built in thirty-three feet of water. Retween this tower, the top of which is to be 550 feet above high water mark, and Inchgarvie, a rocky little island in mid-channel, there is at high tide a depth of water of 186 feet, and over that the bridge makes its first great leap of 1,600 feet in a single span, 150 feet above high water, to another suspension tower on the southern slope of the island in two spans of 165 feet above. From that tower the bridge will make its second leap of 1,600 feet, across a channel with 210 feet of water, to the northern suspension tower. The rest of the bridge will make its second leap of 1,600 feet, across a channel with 210 feet of the island is to be reached in two spans of 165 feet above. From that tower the bridge will make its second leap of 1,600 feet across a channel with 210 feet of water, to the northern suspension tower. The difficulties to be encountered will be visible and above ground. Those in connection with the Tay bridge we of the Brooklyn bridge, instead of standing upon the Brooklyn shore, stands on an island

As to the Brooklyn Bridge. "There is no danger of an accident like that of the Tay Bridge on the East River Bridge," said George W. McNuity of the engineer corps last evening. "We have provided against it long ago. The structures are not similar; hence no just comparison can be insti-tuted between them. Ours is a suspension bridge, while the spans of the Tay Bridge rest upon supports at intervals. At the point where the break occurred in the Tay Bridge there is a series of overhead trusses, through which the trains passed. These were thirty feet high and but fifteen feet wide, so that there was not latteral weight to balance the vertical weight. These trusses were raised above the supports to admit of ships passing under them. We have not yet sufficient data to say what caused the accident; but, as a furious storm was raging. we presume that it was due to the wind. If the we presume that it was due to the wind. If the title was running strong in one direction and the wind was blowing the same way, it might energy one or more of these trusses over, if they ned been slightly tipped that way from any depression in their support. If one of the ioints in the iron column had sprung a little, the inclination would be multiplied by the height of the support, and at the top would give the superstructure at tip, which the force of a high wind would so increase as to throw off the truss. The girders rest upon four

iros columns, and are not secured at the end because of contraction and expansion, so that under the conditions we suppose, with a high wind prevailing, they would be easily upset. The bridge was opened in May, 1878, and was most elaborately tested in the previous February. There was no question about the strength. There was, if anything, too much weight to it, and too much of surface exposed to the wind, which upon the Tay rages with much greater force than upon the East River. But there seems to have been no adequate provision against the flerce gales they have there, which must have played upon the high trusses with immense force."

"What protection is there in the East River Bridge against the force of wind?"

"Every possible safeguard. We have an abundant surplus of strength, and have settled the question of what the bridge would carry. We next began to design it to resist the wind. In this we think we have attained the best results, and the wisdom of our conclusions is illustrated by this accident. Our roadway, which is suspended from the cables weights 5,000 pounds. The sunerstructure is a double intersection truss 13 feet high. It would, perhaps, be fit for a railroad bridge for a span of 100 feet, but we have it supported by suspended from the cables weights 6,000 pounds. The sunerstructure is a double intersection truss 13 feet high. It would, perhaps, be fit for a railroad bridge for a span of 100 feet, but we have it supported by suspenders from the cables by which they are drawn together in the centre of the structure and made to act as checks against each other's load under a lateral strain, gives us a great lateral stability. In addition we have an underfloor system of storm braces, leading from tower to tower, which are brought into action the moment a strong pressure of wind comes into play. If the wind is blowing up stream the braces at once act to hold faut that portion of the error of suspension bridge which is the terror of suspension bridge builders. It is the undulation which is caused by

hundred times greater than any we have ever known here.

"What load will the bridge bear?"

"Seven times as great as the greatest load that can ever come upon it. The average load upon the bridge will be, we calculate, about 2,000 tons. This contemplates several trains of cars, crowds of foot passengers and many vehicles. The cables will bear 45,000 tons, and the superstructure welchs 5,000 tons. So that if the winds blow great guns, and the bridge is heavily loaded, there is yet three or four times as much strength in reserve. No; the disaster on the Tay will never be repeated on the East River."

One Advantage of American Cars.

On the morning of Nov. 4, 1879, an accommodation train consisting of locomotive, tender, and one passenger coach, having on board en-gineer, fireman, conductor, brakeman, and eighteen passengers, plunged through an open draw on the line of the New York and Greenwood Lake Railroad, into the Hackensack River, where the water was said to be fifty feet deep. There are no night trains on that road, consequently the draw is always left open from a little after dark until daylight. On the morna little after dark until daylight. On the morning in question it had not yet been closed, a passing schooner having caused delay, when the early accommodation train from Montclair appeared in sight, running at full speed. The engineer, Ira Dexter, neglected to stacken speed in approaching the bridge or to notice the danger signals until he was close to the draw, and was then so frightness that the plunged out of his cab head foremost, and had his brains dashed out upon the bridge timbers. Such was the momentum of the train that it leaped the draw, which is fifty feet wide, and the engine struck heavily against the timbers on the further side. Locomotive and tender sank to the bottom of the muddy stream, but the chains attaching the passenger coach to list trucks gave way and the wooden body of the ear, relieved of the heavy iron axies and wheels, floated sufficiently high to enable the passengers to keep their heads above water until they were pulied out, some through the windows and others through a hole cut in the roof. Some of the passengers suffered severe contusions, out none were seriously injured and no life was lost except that of the engineer. Had the conch been of the English style, close, heavy, and firmly attached to its trucks, the probability is that few persons abourd the train would have escaped. ing in question it had not yet been closed,

The Ashtabula Horror Recalled. On the evening of Dec. 29, 1876, at about 7 'clock, a westward-bound express train on the Lake Shore Railroad, drawn by two locomotives, fell through an iron bridge, near Ashtaidea of its size and construction may be possi- bula, Ohio, sixty-nine feet into the Ashtabula Creek. The cars, after falling through the bridge immediately took fire, and many passengers who were uninjured of merely stunned by the falling of the cars were burned to death while imprisoned in the wreek. The cars were entirely consumed by the fire, and the majority of the bodies were reduced to ashos. The bridge was a Howe truss, 150 feet span, and had been built eleven years. It was considered one of the safest bridges on the Lake Shore road. Its falling was attributed to the effect of the frost on the iron. The number of persons killed was not ascertained beyond dispute. It was claimed by some of the survivors that as many as 160 persons lost their lives, while the railroad company asserted that the number was much smaller. It was said that many bodies were so far consumed that for that reason the total loss of life could never be ascertained. creek. The cars, after falling through the bridge

Mrs. Sarah Rosen's Fatal Shock from Meet

ing Three Burglars in a Room. Three burglars attempted at 6 o'clock last night to enter the residence of Mr. C. Joseph Rufer, at 60 Orchard street, by breaking open the front window blinds. They were attempt ing to raise the window sash when Mr. Rufer heard the noise, and rushing rapidly toward the window, raised an alarm. This frightened the burglars away. He reported the fact at the Eldridge street police station, and then weat home to repair the damage done to his window.

made at the Eldridge street police station to the effect that burg lars had entered the tenement at 33 Orchards rect and frightened a woman to death. Capt. Alliare, with Detective Ward and Hees, went immediately to the tenement and ascertained the following facts. As in all tenements, the street door is unlocked, and any one who choses may enter and roam over the house. The housekeepers, Mrs. Anthony Reiter, who has been siek for some time, was sleeping in a back room in the second story. Her husband was absent, and the door of her room was securely locked. Mrs. Zelda Rosen, a Jewess, aged 73 years, occupied a room in the same story front. Mrs Mark Gottheimer, an occupant of the third story, was in Mrs. Rosen's room at about 8 P. M., when, she says, Mrs. Rosen started to go to Mrs. Reiter's room to pay her month's rent. Mrs. Rosen had barely time to get to Mrs. Roiter's door had barely time to get to Mrs. Roiter's door had barely time to get to Mrs. Roiter's door, At the same time two men rushed to the head of the stairs and quickly disappeared. The lock of Mrs. Reiter's door had been neatly taken out, and was left hanging to the door. Near the threshold was a sack containing a quantity of clothing belonging to the Rechters. The burglars had dropped it in their haste to escape when surprised by Mrs. Resen's sudden appearance. Mrs. Rosen from heart disease. It is not known whether the burglars to underly hear or not, but it is surposed from her exchanation in atthew did, Detectives Wede and Hess late last evening arrested three men who have served torus for their, and were seen in the vicinity in the early part of the evening. But as none of the inmates of the tenement could identify them they were released.

Coroner Woltman took charge of Mrs. Rosen's body, and gave a permit of burial to Max Rosen's body, and gave a permit of burial to Max Rosen, her son, who lives at 250 Grand street. made at the Eldridge street police station to the effect that burglars had entered the tenement at 53

Pants, Dec. 29 .- A duel was fought with swords to day between M. Humbert, A writer on the Mos Cooke, and the editor of the Ladrone, M. Humbert a sword was broken in the fight, and then the duci was

Artificial Diamonds.

A European chemist has made a discovery by means of a secret process known only to immed, by which he gives to pure, coloriess crystain a conting of real diamond, which gives to finer surface a real diamond face, which lasts forever. They are known as Humphrey's Parisan diamonds, and are for sale only at Humphrey's jewelry store, 510 Broadway, corner of 12th st., New York—4de.

THE SITUATION IN MAINE. GOV, GARCELON TAKING MEASURES TO PRESERVE ORDER.

The Militia to be in Readiness for an Emergency—Arms from the State Arsenal to be Taken to Argusta—The Governor's Speech. AUGUSTA, Dec. 29.—Gov. Garcelon arrived here this morning from his home in Lewiston. Your correspondent waited upon him at the

Capitol, and asked what his plans were should

violent means be resorted to to capture the

State House.
"It is generally the practice of councils of war," said the Governor, "in cases of insurrec-tion or rebellion, to keep all plans of operations to themselves, and not allow the public to know what line of policy is to be pursued. You may rest assured that, in the event of any

trouble, from whatever source, measures will be taken to keep the laws of the State intact." As to the last letter of Collector Morrill, with respect to referring the disputed cases to the Supreme Court the Governor said that he did not receive Mr. Morrill's letter until 12 o'clock to-day, fourteen hours after it had been sent all over the country through the agency of the Associated Press. "Every letter I have re-ceived so far from these men," continued the Governor, "have previously appeared in the newspapers. I have not yet replied to Mr.

Morrill."
"That do you propose to do in regard to those arms at Bangor?"

The Governor replied simply that the arms rould be brought to Augusta. but when or how he did not say.

The Governor went on the afternoon train to Belfast, where a meeting of citizens in support of law and order is being held this evening. A despatch from this city, sympathizing with the object of the meeting, signed by over one hundred loyal citizens, was sent there to-night. Gov. Garcelon goes to Portland to-morrow night, where he is to address the citizens of that city.

Mayor Nash to-day addressed a letter to Gov. Mayor Nash to-day addressed a letter to Gov. Greelon, delivering it in person, requesting the Governor notto call out the militia, because it might provoke the other side to resort to force. The Mayor said that he is prepared to guarantee safe protection to the lives and property of the citizens and to the property of the State within the city's limits; that he has already had two hundred special policemen sworn in, and will have as many more appointed—a sufficient force, in his judgment, to maintain peace and order. The Governor talked quite freely, and informed the Mayor that he had a great dislike of the idea of bringing troops here, and should not do it if peace could be maintained in any other way, but it would be his duty to preserve order and prevent interference with the members of the Legisla-

would be his duty to preserve order and prevent interference with the members of the Legislature.

A report is current here to-day, coming from Republicans, that Major Farley, Commandant of the United States Arsenal in this city, has written to the Ordinance Department in Washington for the purpose of obtaining an additional force of men to guard the military stores in case of a raid on the part of any faction that might swarm the city. He has only ten men under him and that number would be unable to cope with a meb of infuriated men. Several attiliery pieces, Gatling guns, and 10,000 stand of arms, besides the usual munitions of war, are in the arsenal. The rumor has created much excitement about town.

Adjutant-General Leavitt arrived in Bangor to-night from his home in Eastport, and is under orders from Gov, Garcolon to obtain arms at the State arsenal in that city which were stopped in transit last week, and bring them to Augusta by to-morrow. The order will be obeyed.

BANGOR, Dec. 29.—Adjutant-General Leavitt.

them to Augusta by to-morrow. The order will be obeyed.

Bandon, Dec. 29.—Adjutant-General Leavitt has arrived in Bangor, and says arms and ammunition will be removed from the arsenal to Augusta to-morrow or next day. Company C of the Piscataquis battalion has voted to march to Augusta and help seat Corporal Davis in the Governor's chair. A wealthy Republican has offered to furnish each man who will go with a repeating rifle, and pay all the expenses of the trip.

repeating rifle, and pay all the expenses of the trip.

PORTLAND, Dec. 29.—Capt. Lynch of the Montgomery Guards has notified his men to be ready at an instant's notice, which fact tends to the inference that the Guards and the Light Infantry will be called to Augusta.

Gardiners will be called to Augusta.

Gardiners, Dec. 29.—Capt. Berry of the Richards Light Infantry denies that he had arrangements made to remove the arms of the company from the armory on Sunday night to some place where he could command their use. He also denied that he had avowed his intention to refuse to obey any summons to turn his command out for the service of the State if Gov. Garceion called upon him to do so. He said that he spent Christmas in Boston, and on his arrival home on Sunday morning he was met at the depot by his orderly sergeant, who said that he, with a few men, were watching the armory the depot by his orderly sergeant, who said that he, with a few men, were watching the armory so that no unauthorized persons might remove the guns. This was done without any orders from the Captain, and was simply a precaution taken by the orderly sergeant, who knew the Captain to be responsible personally for nil the State property in his possession. The arms are still in the armory, and have never been moved. He said, furthermore, that he has never expressed any opinion whatever as to what he would or would not do in future, and shall not do so until orders are received. Though a Republican in politics, he understands his duties as a soldier.

BELFAST, Dec. 29.—Hayford Hall was packed to its utmost capacity this evening in response

shall not do so until orders are received. Though a Republican in polities, he understands his duties as a soldler.

Belf-st. Belf-st. Dec. 29.—Hayford Hall was packed to its utmost canacity this evening in response to a call for a "law and order" meeting to sustain the Governor and Council. The meeting was called to order by Wm. F. Colburn. Esq. and the Hon. Wm. H. Rust was chosen Chairman. Mr. Rust made a brief speech on taking the chair, and read abstracts from various speeches made at recent Republican meetings, claiming that they were revolutionary in character. He was very severe upon the Republicans, and accused them of carrying the recent election by wholesals bribery. He said that Tweed and his Ring to-day.

Gov. Garcelon was then introduced, and was received with loud applause. He began by saying that he had not come to the meeting to make an apology for anything he had done or left undone. He spoke of the recent election, and of rumors current soon after it took place in regard to the counting of the votes. He said that prominent Republicans had then said that prominent Republicans had then said that the law of 1877 was clearly unconstitutional, and he named the Hon. Wer. P. Frye as one of the number. He gave a full explanation of the constitutional requirements in regard to the duty of town officers, and of the Governor and Council, as to the election returns. He said that when the returns were laid before the Legislature they would in every instance be found correctly tabulated. He claimed that the requirements in regard to the duty of town officers, and of the Governor and Council, as to the returns were laid before the Legislature they would in every instance be found correctly tabulated. He claimed that the required one party or the other. The Legislature will undoubtedly do justice by the cities not represented, as the two branches are judges of the election of their own members. The Governor spoke particularly of the Porliand returns, and claimed that they agree strictly with the record and th idly applauded, and three cheers wer

At the close of his speech, the Governor was loudly appliaded, and three cheers were given for him.

The Hon. William H. McLellan, Attorney-General, next addressed the meeting. He said it ill becomes Republicans to make such a great side about the recent count of the votes in this State when they all unbeld the counting out of Tilden in 1876. At the same time, he said, he did not attempt to justify anything wrong on that account, but no man could name a single wrong that had been done in regard to the recent canvass of the votes in this State.

The Hon. A. G. Jewett then spoke. He attacked the law of 1877 relating to the correction of returns, and said it was against the clear provisions of the Constitution, and should not be obeyed.

A despatch from Augusta was road, which was signed by the Hon. C. F. Pilisbury and 560 others, also a letter from the Hon. J. D. Lamson, Senator from this sociaty.

Resolutions were then read and adented. They condemn bribery at cle tions, and say that no charman ought righthality be inducted into an office obtained through such means, and pledge support to the Govern r and Council in all constitutional and terminates.

Specibes were made by the Hon. R. Wellis and Capt. Charles Boker, and the meeting closel with three cheers by Gov. Gar-sion.

Tontave, bec. 29.—The Democrats and Greenbackers will had a meeting to morrow in favor of sustaining constitutional and legal measures in the execution of peace.

Boston, Dec. 29.—Gen. B. F. Butler bus stated to a reporter his views on the sination in Maine. He denies that he has given Gov. Gar-

celon and Council legal advice on the course they have taken. He had never been asked to advise about that matter. He does not see how the Governor and Council could have acted otherwise than they have, and strictly followed the Constitution and laws.

"The Governor is not a Judge," Gen. Butter is reported as having said, "nor are he and the Council a returning board, but simply a canvassing board. They are to ascertain who appear to be elected from the returns, certified by them under the provisions of the Constitution and laws. Whether the defects discovered are amendable or unamendable under the laws, I don't know. Most of them would seem to be amendable by the final judge, the Legislature."

Gen. Butter thinks the only way for the Republicans to meet the situation is by legal, constitutional means.

In response to the question as to whether the Maine Legislature can choose the seven Presidential electors next year, Gen. Butter said:

"Certainly; that is provided for by the Constitution of the United States, which says the electors are to be chosen in any way the Legislature may appoint."

Gen. Butler doesn't believe there will be any fighting in Maine; he thinks there is too much common sense. He sees no parallel between the action of the Louisiana Heturning Board in 1876 and the present condition of affairs in Maine. "The difference is very observable; in Louisiana the Returning Board claimed and exercised the power of counting votes not thrown which they said oucht to have been thrown; whereas, in Maine, the Governor only decides. He has no power to judge between the electors and the elected, except upon legal evidence brought before him, and then his act is not judicial but simply ministerial."

WILLIAM H. VANDERBILT SUED.

Mr. C. M. Meserole Wants \$150,000 for Set tling the Contested Will Cases.

William H. Vanderbilt earned fifty cents

peas, before Judge Van Hoesen. The suit was one in which he is himself a defendant. It was begun against him last summer by C. M. Mesers arole of 134 East Thirteenth street, who design against him last summer by C. M. Mesers arole of 134 East Thirteenth street, who design against him last summer by C. M. Mesers arole of 134 East Thirteenth street, who design against the land of the street of the street of the street of 134 East Thirteenth street, who design against the street of 134 East Thirteenth street, who design against the street of 134 East Thirteenth street, who design against the street of 134 East Thirteenth street, who design against the street of 134 East Thirteenth street of as a witness yesterday in the Court of Common Piens, before Judge Van Hoosen. The suit was one in which he is himself a defendant. It was begun against him last summer by C. M. Mes-

vin frequently spoke of it as likely to extend beyond his official term. Among other witnesses on the side of Mrs. La Bau was a Mrs. Stodidard, who swore to hearing conversations in which the Commodore certainly did not express the intention to give everything to his son William. A savage attack was made upon Mrs. Stoddard's reputation. Nevertheless, it was proposed to sustain some portion of her story by other witnesses, and it was whispered at the time that among them was C. M. Meserole, who was said to have seen Mrs. Stoddard in the Commodore's office. Mr. Meserole was formerly in the paper business, but retired several years ago. At one time he was a director of the Harlem Railroad Company. He was on visiting terms with the Commodore.

But Mr. Meserole was not called as a witness, and the case in the Surrogate's Court terminated suddenly at the same time that the suit by Cornelius J. was discontinued. It was generally understood at the time that the consideration given by William H. Vanderbilt was \$1,000,000, and that Cornelius J. Vanderbilt got the money. It was said that Cornelius J., who had been for some time previous quite impecunious, became suddenly flush with funds, and paid off some old scores of long standing.

Mr. C. M. Meserole now claims, in his suit against William H. Vanderbilt, that the said William H. authorized Mr. Stephen Dunn of Saratoga to employ him (Meserole to compromise or cause the settlement of the two pending litigations. Mr. Meserole avers that, acting under the authority of William H. Vanderbilt, Mr. Dunn agreed to give him (Meserole 1550,000 if he would bring about the settlement of the two pending litigations. Mr. Meserole avers that, acting under the authority of William H. Vanderbilt, Mr. Dunn assured him that he was authorized to act for William H. Vanderbilt, Mr. Meserole also says that Judge Rapello assored him that whatever agreement Dunn made in the matter would be carried out by William H. Vanderbilt, if the two suits were only discontinued.

After the suits were disc

mentary evidence from Dunn admitting that he made this agreement. But, beling put off from time to time. Mr. Meserole finally concluded to sue Mr. W. H. Vanderbilt. The complaint in the suit was served last summer, but was not filed in court. In his answer Mr. W. H. Vanderbilt admitted that the two suits had been settled, but, with reference to Mr. Meserole's claim, he put in a general denial. About ten days ago Mr. Henry F. Pultzo of 49 Nassau street, the counsel for Mr. Meserole, obtained an order from Judge Van Hoeson in the Court of Common Pleas, requiring Mr. W. H. Vanderbilt to appear for examination before trial. Orders of this kind, to examine one of the parties before the trial, are generally granted exparte, so that the order was not generally known. There was some little surprise yesterday when Mr. Vanderbilt appeared in court to be sworn, accompanied by his counsel, Chauncey M. Depow and H. H. Arnold.

After being sworn. Mr. W. H. Vanderbilt was conducted to a private room adjoining, where, aithough nominally in open court, the examination was conducted by Mr. Pultzo, who sought to show by Mr. Vanderbilt's admissions that Dunn had acted as his agent in several instances aside from the transactions alleged in the proceedings before the Surrogate. He was then asked whether he had made any agreement, or authorized any one to make any agreement, or authorized any one to make any agreement, or authorized any one to make any agreement.

then asked whether he had made any agreement, or authorized any one to make any agreement with any one in any way to pay Cornelius J. Vanderbilt for the withdrawal of those suits. Mr. Vanderbilt for the withdrawal of those suits. Mr. Vanderbilt in entired that he ever made any such agreement or any such promise. He also denied that he had ever paid a dollar to Cornelius J. Vanderbilt in settlement of his claim directly or indirectly.

Mr. Vanderbilt was then examined as to his relations with Mr. Dunn. He admitted that he had known Mr. Dunn over twenty years. He helieved that Mr. Dunn lived at Saratoga, but did not know where his house was. He donled that he over employed Mr. Dunn, or paid him a cent for any purpose. He said he had never been in Mr. Dunn soffice more than three times in his life, and Mr. Dunn had been in his house once.

Mr. Pulizo then inquired whether Mr. Van.

in his life, and Mr. Dunn had been in his house once.

Mr. Pultzo then inquired whether Mr. Vanderbilt had ever had any conversation with Judge Rapelle in regard to the employment of Dunn for the purpose of engaging the services of Mescrole, Mr. Vanderbilt replied that he had never had any conversation with Judge Rapello on the subject.

Mr. Vanderbilt was asked whether he had over ratified any agreement made by any one, after the discontinuance of the two suits to pay money to Cornelius J. Vanderbilt. And he answered, after consultation with his counsel, that he had not ratified any such agreement.

Mr. Mescrole expects to show, when the cause is tried that there was an agreement made with him by Duan, acting for William H. Vanderbilt to use his influence in causing the two suits to be witndrawn; that in consequence of such agreement the suits were withdrawn, and that William H. Vanderbilt did pay the \$1,000,000, which Cornelius J. Vanderbilt did pay the \$1,000,000, which Cornelius J. Vanderbilt de cause is tried. ably be some months before the cause is tried.

THE STEAMER ARRAGON.

Nothing Heard from Her by her Owners Since

LONDON, Dec. 29 .- The owners of the steamship Arragon, about whose safety some fear is entertained, in consequence of rumors of her foundering at sea, say that they have heard nothing from that staamer since she salled from Bristol on the 19th inst. for New York.

The agent of the Arragon. Mr. W. D. Morgan of 70 South street, received a despatch from London yesterday, but no mention is made of the reported loss of the steamer. He does not believe that the Arragon spoken of is his ship. It is true, however, as stated in the report, that she left this port on Nov. 25 commanded by Capt. Brown. She arrived safely at Bristol and salled out of that port on hee. 19.

Preparing for Mr. Paraell.

At a meeting of the Parneil Reception Comlittee, last evening, the Chairman requested that it the which gives to their surface a real diamond, which gives to their surface a real diamond face, which hasts forever. They are known as Humphrey's Parisan diamonds, and are fore side only at Humphrey's Parisan diamonds, and are fore side only at Humphrey's Parisan diamonds, and are fore side only at Humphrey's Parisan drawn the constitution of the house of the Bolldays.

Wines for the Holldays.

Families succeeded with pure Clarets, Santernes, Sherries, each Cyty Wines, 1000 8130 per callengandly and the treasurest to the constitution of the how of the Santernes, Sherries, each Cyty Wines, 1000 8130 per callengand pure the constitution of pages.

Business, H. Mougers, 25 Annat, near Herald cities.—245.

Maine, He denies that he has given Gov. Gardelon.

Tollians, here is the constitute would need the form of the house of the time of the first Avenue Herald with an other who is warning than in the order to the first Avenue Herald with pure Clarets. Santernes, Sherries, each Cyty Wines, 1000 8130 per callengand to the treasures in the constitution of the how of the word of sustaining constitutional and legan in favor of sustaining constitutional and legan in favor of sustaining constitution and all contact Mr. Parisal decided with pure the Company of the house of

PRICE TWO CENTS.

VICAR-GENERAL DOANE QUIETING DIS.

ORDER AT A MEETING.

EXCITEMENT IN NEWARK.

All Classes of Citizens Uniting to Aid the Poor in Ireland-One Speaker who Could Only be Suppressed by Sudden Darkness. A mass meeting of citizens was held in the Newark Opera House, last evening, in behalf of the suffering tenants in Ireland. The audience. which filled every part of the building, was composed of Americans, Irish, and Germans, omposed of Americans, Irisi, and Germans, and a few ladies were in the front seats.
On the stage were Vicar-General Doans, the Rev. Dr. Rambaut, pastor of the First Baptist Church, the Rev. Mr. Pollock, pastor of the Lyons Farms Presbyterian Church; the Rev. Mr. Stansburry, pastor of Christ Episcopal Church; the Rev. Patrick Leonard, pastor of St. Michael's Roman Catholic Church; several other Boman Catholic priests, the Rev. Dr. J. E. For-rester, Mayor-elect Feidler, the Hon. George A. Halsey, ex-Congressman Peddia, Judge Meeker, Col. Morgan L. Smith, State Senator Francis, Water Commissioners O'Rourke, Smith, and McGregor, County Sur-

rogate Zulick, Postmaster Ward, a score of As-semblymen and ex-Assemblymen, and a large number of city and county officials and conpicuous citizens. Mr. P. T. Quinn called the meeting to order. and Mayor Yates presided. The Mayor said the object of the meeting was solely to raise money for the sufferers in Ireland, and that no polities or national issues would be introduced, as all citizens had been invited to participate. Water Commissioner O'Rourke,

GEN. ROBERTS'S FICTORY.

Reoccupying Balla-Hissar and Cabul-Ruc-

LONDON, Dec. 29 .- Gen. Roberts telegraphs, under date of the 26th inst., as follows: "Butkak has been reoccupied. A force will start for Kohistan to-morrow to punish those who participated in the recent movement there." Gen. Roberts's total loss up to date is 77 killed and

220 wounded.

Another telegram from Gen. Roberts of the same date says; "A heavy fall snow on the 25th inst. prevented the pursuit of the enemy. The country about Cabul and the line of communi-cations are now clear. The Balla-Hissar magazine has been emptied. There were several explosions in the Balla-Hissar during its occupation by the insurgents, and one explosion, it is said, killed a hundred persons. The telegraph line was for a good part destroyed, but it is being rapidly repaired."

Despatches from Cabul say that a detachment of troops from Shirper camp occupied the

Despatches from Cabul say that a detachment of troops from Shirpur camp occupied the Balla-Hissar on the 24th inst, without opposition. The fears which had previously been entertained of the existence of hidden mines in the fortress have thus far proved groundless. The magazine was found empty, all the arms and ammunition having been removed by the enemy. The reoccupation of Butkak is announced, and also of several of the smaller villages on the Butkak road, no effort being made by the enemy to defend any of them. None of the enemy's forces are to be seen near Cabul, except occasional bands which keep within the shelter of the hills, Gen. Roberts has sent a garrison to occupy and hold Cabul, which, it is believed, will be a work of no difficulty, as the native population are too feeblate of recastance, and the keybistan's and Logaris desion the night of the engagement.

The Signal Office Prediction For Middle Atlantic States and New Lingland, southwest to northwest winds, its architecture for water-ary or lower temperatures, and partly cloudy weather.

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Only four hundred metres of the St. Gothard tennel now remin to be can.

Sunday might trips for Roston, yin the Pall River tine, have been discoming a to the easien.

The Racha Rev. Left p. 2. Pedian, Histories Nashville, has been appointed to see and Richard for you Change.

Stephen Haynes, one of the Richard of Park Commissioners, that on Stroker of parameters, to be consistent and the Stroker of parameters, to be consistent as a see a se